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Electric Passenger Elevator to each floor.
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Hongkong, 10th June 1904.

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Hongkong, 31st October, 1904.

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with Spacious Balconies. Excellent Position.
Free from Obnoxious Surroundings.
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CHAN CHING KUEN,
Manager.

Canton, 27th October, 1904.

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Cool Rooms, Comfort of Residents, and the
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Hongkong, 7th October, 1904.

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Hongkong, 5th August, 1904.

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THE LEADING BEER IN THE FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS.

CALDBECK, MACGREGOR & CO.

15, QUEEN'S ROAD.

Hongkong, 26th October, 1904.

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Hongkong, 26th October, 1904.

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THE LEADING BEER IN THE FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS.

CALDBECK, MACGREGOR & CO.

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Hongkong, 26th October, 1904.

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Hongkong, 31st October, 1904.

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THE HONGKONG DISPENSARY.

(31)

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The Daily Press.

HONGKONG OFFICE: 14, DESVEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 18TH, 1904.

MENTION has been made recently from time to time in our news columns of the intention on the part of the Hongkong & Kowloon Wharf and Godown Company, in association with the Star Ferry Company, to divert the ferry traffic at Kowloon to a point further west. The decision originated out of a desire to keep the ferry traffic free from the inconveniences of the wharf work, and no one will dispute the fact that in the interests of the public safety this diversion of the traffic is exceedingly desirable. With this object in view the Godown Company some time ago effected an exchange of land with the Government and adopted a scheme involving not only the building of new ferry wharves, but also the demolition of certain of the Company's godowns in order to make a thoroughfare from the new wharves to Robinson Road. This work, we understand, involved an expenditure on the part of the Godown Company amounting to not less than \$125,000. Consequently it was with no little concern that the shareholders of the Company learnt from a paragraph which appeared in the *Daily Press* three weeks ago that a syndicate had been formed with the object of starting another ferry service in competition with that of the Star Ferry Company. While we may consider it scarcely likely that the competing service would be a remunerative one, as a war of rates would immediately commence, it would certainly have the effect of either indefinitely delaying the improvements about to be undertaken in connection with the present service, or indefinitely postponing the prospect of seeing any return to the shareholders for the \$125,000 about to be spent. Those who regard the question from this point of view must have read with unmixed satisfaction

the announcement by Mr. RUMJAHN in the *Daily Press* of the 5th inst. that the proposed new service had been abandoned because the Colonial Government had imposed "additional stipulations" which in the opinion of the promoters would prevent the scheme becoming a financial success. The fact that the Government entertained the proposal at all is, under the circumstances, a matter for regret. A company which undertakes to expend a large amount of capital on a public improvement such as the Wharf and Godown Company have in hand may legitimately look to the Government to secure them from a competition which, while it lasted, would render their enterprise absolutely unremunerative if it did not involve serious financial loss. As things are, we very much doubt whether the Company will see in the immediate future a satisfactory return for the exchange they have made with the Government and the expenditure the new work entails. Mr. RUMJAHN's syndicate proposed to work a service from Wardley Street to Kowloon Point, a service which, as the Government were well aware at the time they favourably received the proposal, would directly compete with the Star Ferry Company's plans, and would inevitably delay the urgently desired improvements outlined above. In a war of rates the Star Ferry Company, backed by the Godown Company, would have a great advantage, for it has to be borne in mind that over 60 per cent. of the traffic is connected with the business of the Wharf Company. Though the complaint has frequently been heard that the first-class single fare (15 cents) is excessive, it may be pointed out that this is a charge which need only affect visitors to the port who will not see any hardship in paying that sum for the journey across the harbour. Regular passengers can obtain monthly season tickets at a cost of \$5, enabling them to cross and re-cross as many times as they like; while residents who have only occasional use of the ferry may obtain for \$2.50 a "punch-ticket" enabling them to make twenty-five trips at a cost of 10 cents each. For six or seven years past Chinese passengers have been carried by the Star Ferry Company at a cost of one cent each way. On the score of charges, therefore, there is really no room for serious complaint. No other Company, we venture to think, could carry on a remunerative and equally efficient service at lower rates. There is, however, another matter to be considered in connection with a ferry service, namely its advantages in the matter of assisting a much-needed distribution of the Chinese population. We cannot see that Mr. RUMJAHN's proposal would materially help in that direction, any more than the Star Ferry Company's service has resulted in creating a large workmen's centre in Tsim-shat-sui. Any Company which bases its hopes entirely on the creation and development of a traffic to Chinese suburbs is doomed to disappointment and failure. While touching on this subject, however, we may remind the public and the Government that if the Star Ferry Company has not done as much in that direction as may be desired they are not to be held entirely to blame. As a matter of fact publicity has long since been given to the fact that the Star Ferry Company have in view two circular routes, starting from Ice House Street wharf, one to run via Kowloon Point to Yaumati and back via West Point; and the other via Kowloon Point to Hunghom (extending later to Kowloon City) and back to Wanchai. If the Government had fully appreciated its responsibility in respect of the overcrowding of the city and actively exerted itself to promote a distribution of the population, this circular ferry service, which would amply meet the requirements, would have long since been running. During the administration of Sir HENRY BLAKE the Company sought to come to some arrangement with the Government in regard to this extended service whereby they would obtain relief from payment of crowd rent for the wharves if the returns showed no profits; but the Government would not hear of it, and so the scheme remains in abeyance.

We hold no brief for the Star Ferry Company or the Godown Company; our concern is entirely with the public interest. If any material advantage were to be gained by the public from competition with the Company we should hold that the Government would be justified in granting the necessary permission for it to start; but it is because we believe that a competing service would be to the public disadvantage that we think the Government has been well advised to impose such stipulations as to cause the abandonment of the new enter-

prise. The existing company deserves every consideration at the hands of the Government. It has provided a regular and highly efficient service, and is sufficiently enterprising to inaugurate any extension of the service which shows any reasonable prospect of remunerative return for the shareholders. A competing service, as we have said, would lead to a war of rates which would be ruinous to both companies; and when the weakest withdrew the other would probably be so impoverished as to impair the efficiency of the service and to indefinitely postpone any new developments that might be in contemplation, or that new circumstances might demand. In the meantime we should have the dangers of navigation in our already over-crowded harbour greatly increased. Therefore we say that in the best interests of the public it may be hoped that the Government will give such security to existing interests as will warrant the Company in actively forwarding their present plans, and we venture to think the public interests would be served if the Government acceded to the very reasonable request made in respect of the circular service; for the distribution of the population is an object which the Government should actively promote, and it is not unlikely that what they might now lose in Crown rent from wharves they would presently save in expenses on account of sanitation.

This letter said to have been written by LI HUNG-CHANG a few weeks before his death, a summary of which we reproduced from the *Times* in our issue of yesterday, appears to have been a most characteristic one. It is characteristic, not only of the deceased statesman, but also of that combination of astuteness and moral obliquity which we have learned to expect from the Chinaman of affairs. It is a most extraordinary document in every way, and as the *Times* claims to have received the resume from "a trustworthy source," it is sure to occupy a large share of public attention at this time. LI HUNG-CHANG, writing on September 30th, 1901, to YUNG-LU, then a most influential adviser of the EMPRESS-DOWAGER, is said to have sneered at the short-sightedness of the Chinese officials who were uneasy because of Russia's encroachments in Manchuria. The wily old man was certainly not of those whom he despised for being "unable to look into the future." He reasoned that the Russian occupation of the Manchurian provinces, effected under cover of the Boxer movement, would not be allowed to continue without a strong protest from outside. His policy—he refers to it in the letter as "my principles," or it is so translated—was to let the Russians alone, to leave them in possession. "In that case," he is reported to have written, "friction will arise between Russia and Japan on the frontiers of Corea, and a conflict is bound to break out between the two rival Powers." How well his careful study of the methods and motives of the foreigner had enabled LI HUNG-CHANG to prophesy, has in less than three years been demonstrated. It is impossible to withhold admiration for his subtle wisdom, which, in less exalted cases, could be described as cunning, but in him, as a diplomat and statesman, requires more respectful phraseology. He felt that it would be "difficult" for China single-handed to recover possession of the pilfered territory, but, according to him, no serious harm would be done by playing a waiting and a watching game. The Southern Viceroy, he wrote with a fine contempt, had no knowledge of the diplomatic situation, and he begged YUNG-LU to take the greatest pains to present their representations reaching the Empress. His scheme was to wait for the Russo-Japan war, which he saw would be inevitable, and to watch its progress. If Japan should lose, China was to side with Russia, "and help them to crush the Japanese, thus establishing a claim upon Russian gratitude." Russia, he thought, while retaining Corea for herself, would restore Manchuria to China. Here, perhaps, is the weakest link in his chain of reasoning. Supposing Russia had gained a sufficient advantage over Japan to warrant China in climbing down from the fence, it is not very likely that the conqueror would have given much credit to China for subsequent results. Russian prestige would hardly have been improved by any sort of admission that China's help had been required to defeat an Asiatic army. Being thus unable to recognise any cause for gratitude, it would have been a forlorn hope to expect Russia to show any. It is rather curious to find such a crafty old cynic expecting such a virtuous quality to become a likely factor of events he wished to come

about. That we do not misname the deceased Chinaman should be apparent when we quote the remainder of his scheme. Supposing, as it has now turned out, Japan should prove to be the stronger side, he was prepared to turn round and "help them to drive the Russians out of Manchuria." "Thus," he concluded, "we shall get back Manchuria without any grave risks." He had evidently taken to heart the esoteric meaning of the saying of the Taoists, that "the goodness of water is beneficial to all things, and that without struggling." His people were to flow placidly along between the two dams, Russia and Japan, until one of them should break, and then—to pour like an overwhelming flood in the direction desired all along, their own fair level of Manchuria. The happenings of the last nine months seem to show that even this wisdom might have been bettered. Without stirring hand or foot, or spending a single tael, China should presently come to her own again. To hold it, however, there must be a continuance of a like passive policy, of floating with the stream. Put that way, the programme should appeal to the somnolent Celestial. It is, however, doubtful that it will so appear to him. There will still be the desire to seclude and seal up the regnum provinces, and Japan will not be minded to submit to that. The only way for China to get is to give. She will retain most surely by relaxing her vain struggles against the tide of trade that is flowing in upon her as bees fly to flowers, coining for the honey, and in the acquiring thereof, doing that which directly assists productiveness and growth in the flower kingdom.

The cricketers are to be entertained at dinner by H. E. the Governor this evening.

The Penang Chamber of Commerce has reaffirmed its decision of 1902 in favour of registration of partnerships.

The dozen of the Ceylon clergy, the Rev. P. Marks, Army Chaplain, died on October 29th. He had been 38 years in Ceylon.

The second practice dance for St. Andrew's Ball was held last evening in St. George's Hall, and was as usual largely attended and greatly enjoyed.

The Criminal Sessions were to have come on to-day, but there is a clean calendar for the first time for over eight years. His Lordship the Chief Justice will be presented this morning with a pair of white gloves.

Professor D. Gustav Fritsch, Private Counsellor of the Medical Department of Germany, is on a Government mission round the world, and the Chief Justice will be presented this morning with a pair of white gloves.

A League match will be played at Happy Valley on Saturday between the Kowloon Cricket Club and R.A.M.C. The following may play for Kowloon:—Mr. Swan (Capt.) T. L. Cross, J. Calland, W. Clark, W. Dixon, E. R. Horton, J. Parkes, J. Robinson, H. W. Harrop, R. Lapsley and R. Stevenson.

The new 100-ft. thoroughfare from Robinson Road, Kowloon, to the new "Star" Ferry landing ought to be finished by the end of February, as it has to be handed over on the 5th March. The new ferry landing, however, will not be finished till about the middle of next year, pile-driving, etc., being at best a long task.

The firing of salute guns in the harbour yesterday morning denoted the arrival of the German flagship *Furst Bismarck*, with Admiral von Prittwitz and Gaffron on board. The Admiral was received by Dr. Kruger, Consul-General for Germany, and in his company proceeded, under a guard of honour of the Sherwood Foresters, to pay his respects to H. E. the Governor. The Sherwoods, by the way, looked very smart in their winter red.

Harmston's Circus continues to draw crowds of appreciative Chinese spectators, besides many European spectators. There will be a matinee to-morrow afternoon, children being admitted at half price. The doors will be opened at three, an hour before the entertainment commences. The electric cars have been found most convenient in connection with the Circus. They were, however, hardly so on the occasion of the Wednesday matinee. One car detained its passengers, after they had paid, for about fifty minutes; and deposited them at Causeway Bay when the show was half over.

A sailor appeared before Mr. H. H. Gompertz at the Police Court yesterday to answer a charge of disorderly conduct. Some time ago this man was dismissed from the *Algerine*, and for several months was "on the beach." He complained to His Excellency the Governor through whose influence he was reinstated on one of H.M. ships to be discharged on returning to England. He had finished only 90 days' time on the *Tamar*, when on Wednesday night he gave cause for the present charge to be brought against him. He assaulted some Lukongs, and a European constable appeared on the scene to take him to the police station. But this was a difficult task, and it was not till a picket arrived that the constable could succeed.

The police gave him a bad character, and a naval officer present verified their statement. A fine of \$15 was inflicted; in default six weeks' imprisonment.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE ASIATIC PERIL.

LONDON, 17th November.

The *Pall Mall Gazette* reports that Afghans have exploded a Russian magazine at Kuski. Many people (our correspondent does not say whether Russians or Afghans) were killed.

EARTHQUAKE IN TURKMANS.

LONDON, 17th November.

There has been a destructive earthquake at Ashkhabad, the capital of Russian Trans-Caspian territory.

ANGLO-PORTUGUESE TREATY.

LONDON, 17th November.

The arbitration treaty between Great Britain and Portugal was signed at Windsor.

NAVAL APPOINTMENTS.

London, 17th November.

Vice-Admiral Sir Arthur K. Wilson (who has a Victoria Cross) commands at Home until 1907. Vice-Admiral Lord Charles Beresford flies his flag over the Mediterranean squadron, and Rear-Admiral W. H. May commands the Channel squadron.

[REUTER'S SERVICE.]

JAPAN AND THE UNITED STATES.

London, 15th November.

Prince Fushimi, the adopted brother of the Mikado, has been officially received in Washington, and visits President Roosevelt to-day.

Prince Fushimi was received with much ceremony in Washington.

LATER.

Prince Fushimi was received with much ceremony in Washington.

SHIP-BUILDING.

Lloyd's Register Ship-building returns for the quarter ended 30th September (for a copy of which we are obliged to Mr. S. Mumford) states that there were 393 vessels of 1,046,308 tons gross, being builded at Home at that date. A curious thing is that the number given by the report for the corresponding period of the previous year was exactly the same, although the gross tonnage was much less. The last quarter had included a tonnage under construction of about 53,000 tons more than at the end of June. The return in September 1901 was the highest on record. This year sees a decrease of 26 per cent. on the record. The ships now building are to the order of owners, British (272), Colonial (15), Austro-Hungarian (8), Norway (8), and the rest in smaller numbers. Warships are not included. Of these, there are nine at Royal dockyards, and 49 at private yards, all 53 for the Home Government. The number being built for foreign Powers is 67.

GARIBSON RELIEFS.

THE WEST KENTS.

The s.s. *Avoca* was due from Colombo yesterday with eight companies of the Royal West Kent Regiment, but up to a late hour last night had not arrived. Taking into consideration that arrivals report strong N. E. monsoon—a head wind and sea for the *Avoca*—this is not to be wondered at; the vessel will probably arrive to-day. Four companies will be landed here while the other four will proceed north to relieve the two companies of Sherwood Foresters at Tientsin, the two at Peking, and the 80 men at Weihsien. The four relieved companies will be joined by their comrades, the other four companies already relieved. The eight companies of Sherwood Foresters will then leave for Singapore—to remain stationed there for probably two years—or the 4th December. The Sherwood Foresters have not yet vacated the barracks at Mount Austin, but Murray Barracks are now ready for receiving the West Kents, and six tents have been erected in case of further accommodation being required.

Some of the officers of the West Kent Regiment are Major Isacke; Captain Moody, Tulloh and Venables; Lieutenants Case-Morris, G. L. Stevenson and Humphreys. The new arrangement is for regiments to go to South Africa to Ceylon, then to remain two years; proceed to China (another two years); to Singapore (two years); and then India. The Sherwood Foresters came from South Africa to Hongkong, the West Kents went to Ceylon, and the Manchesters to Singapore.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, to-day (Friday):—

March... "The Stars and Stripes for Ever" Souza Overture... "Romantic"..... Keler Bela Selection... "A Chinese Honey moon".... Talbot Mazurka..... "Slavonic Dance"..... Karoly Klay Selection "Reminiscences of Scotland" Godfrey Waltz..... "Mon Secret"..... Costa Two Step... "Jolly Negroes"..... Berger

Menu.—Hom'd' Eerves—Sliced Beetsroot, Cucumbers, Tomatoes, Red Fish on Toast, Soup—Ham and Chicken, Fish—Boiled, Entrees—Salmon of Wild Duck, Fricassée of Sheep's Head, Pâté-de-foie-gras en Aspic, Joints—Roast Saddle of Mutton, Roast Turkey, Cold Ham, Curry-Chicken Liver, Salad—Beetsroot and Tomato, Salad—Vegetables—Boiled Potatoes, Fried Potatoes, Cakes, Sweet Corn, Chinese Cabbage, Sweets—Sand Cakes, Pudding, Orange Jelly, Vanilla Ice Cream, Finger Cakes, Fruits in Season, Tea and Coffee.

THE WAR

["DAILY PRESS" SERVICE.]

THE NORTH SEA OUTRAGE.

London, 17th November.

The Convention (of the inquiry into the Russian outrage in the North Sea) is still unsettled. Russia has now asked for some modifications of the programme outlined by Great Britain.

[REUTER'S SERVICE.]

A "BITTER END" EXPECTED.

London, 15th November.

The Russian Minister in Washington referring to certain vague rumours of mediation declared that Russia would fight to the bitter end and would listen to no suggestion of mediation.

INQUEST.

BE CHINESE UNKNOWN, DECEASED.

Mr. H. H. Gompertz, Coroner, held an inquiry at the Magistracy yesterday afternoon concerning the death of an unknown Chinaman who died from injuries received on being knocked down by a tramcar at Des Vaux Road West on the 16th of last month. The following jury were empanelled: Messrs. Joseph Whitley (Foreman), Emile Hurst and Thomas Leyell Jewett.</

THE INTERPORT CRICKET MATCHES.

FINAL CONTEST.

HONGKONG V. STRAITS.

The final match, between the teams that had beaten Shanghai, as it happened, was played yesterday. The weather was glorious, and the attendance fair. In the afternoon the band of the 110th Mahratta played selections on the field. Clouds of smoke, and what was worse, showers of sot, came from the Naval Yard. The great feature of the game was Dixon's bowling for Hongkong; he found three men's wickets in one over. Speaking about bowling, it really would be very difficult to excel that of Rees (Straits), an Australian who, we understand, has on occasions distinguished himself while playing for South Australia. Judging by the day's play on the whole Hongkong has a better all round team than the Straits. The latter appears to be made up of a few really excellent players, with a larger tail end of some what indifferent players than Hongkong. For fielding, however, honours must be certainly given to the Straits, as they let very little indeed go through their fingers. The day's play resulted:—

Straits—1st inn., 128; 2nd for 4 wks. 31...159

Hongkong—1st innings 155

W. Daniel replaced T. Sercombe Smith, by request of the latter, in this match.

Singapore won the toss and decided to go in.

The umpires were Messrs. V. H. Lanning (of Shanghai) and A. Mackenzie.

Details of the match are as follow—

STRAITS FIRST INNINGS.

C. W. N. Wyatt and A. Stronach went to the wicket, being clapped from the pavilion.

Capt. Talbot acted as a sub for H. Arthur in the field.

Wyatt opened his score immediately, sending Dixon's first ball to point for a single. Stronach played out the over.

Bird took on the bowling from the Pavilion end. Wyatt sent Bird to boundary with a straight hit.

Stronach opened his score by cutting Dixon towards the Pavilion for a single; and then Wyatt followed suit with a Pavilion boundary. Ten was here signalled.

One of Bird's deliveries hit Wyatt on the thigh and he lay down beside the wicket in agony. Play was suspended, the cricketers gathering around, while stimulant was procured.

Wyatt retired from the field, E. J. Barrett taking his place.

Barrett at once sent Bird to long leg for a single; it gave the appearance of being a very powerful hitter.

Dixon sent down a maiden from the eastern end.

Bird's first ball was a boundary bye—three. Barrett scored a single and twenty was signalled.

Each man scored singles, taking full toll of their chances. Barrett sent Dixon to long on for a boundary.

Stronach made a long leg boundary off Bird; and then Barrett made a straight hit to boundary—thirty up. (Applause).

Arthur replaced his substitute behind the stumps.

Stronach played one from Dixon on to his own wickets—One wicket (Stronach for five) for 33.

Wyatt returned to the wicket, taking Stronach to run for him.

Wyatt sent Bird to the Pavilion for four, and long off for four—forty up. (Applause).

Dixon sent down remarkably difficult balls from the east—another maiden.

Wyatt sent Bird to the long off for another boundary—fifty up. (Applause).

Dixon caught Wyatt off Bird near the wicket.—Fifty for two (Wyatt 24).

E. Bradbury went in, and commenced scoring at once.

Barrett sent Dixon to boundary with a straight hit, and then to point for another.

Lumsden relieved Bird at the western end.

Barrett sent him to long leg for a boundary.

Bradbury sent Dixon to point for a single, and sixty was signalled.

Burnie was applauded for fielding a very swift ball from Barrett, who with hard hitting put his bat out of order, and required another. Burnie was again applauded for a similar performance.

Barrett made a flukey hit, but Lumsden (who was bowling) could not reach the ball in time to catch it.

Pearce was applauded for good fielding.

Barrett drove Dixon to long off, but, owing to H. Hancock's fielding, only a single resulted.

Barrett skied one of Lumsden's trundles, Heath badly missing it.

R. Hancock (the Hongkong captain) took on the bowling from Dixon at the East, and sent down a maiden to Barrett.

Heath well fielded Bradbury, off Lumsden.

Barrett sent R. Hancock to mid off for a boundary; Bradbury afterwards sending the same bowler to long off for single—seventy was put on the board. Both players now seemed pretty well set, and commenced to add singles pretty regularly off both R. Hancock and Lumsden.

Bradbury drove R. Hancock to long off for three; and shortly afterwards made a straight drive, off same bowler, for four—eighty up.

Bradbury, playing splendid cricket, blocked Lumsden a couple of times, and then drove him to long on for four.

Hancock bowled Barrett, who received great applause—three for 86 (Barrett, 36).

R. E. Rees relieved the previous bat. He commenced work without delay, cutting Lumsden to point for two. He snicked Lumsden to point for a single, and ninety was signalled.

Bradbury drove Lumsden to the rails at mid off.

Pearce relieved Lumsden at the pavilion end, and sent down a maiden to Rees.

Bradbury drove R. Hancock straight for a boundary, and then was caught by Burnie.

wh. was stationed at mid off—four for 99 (Braahery 28).

T. R. Hubbach went in, and fluked one from R. Hancock. Arthur, the wicket keeper, caught it from a most difficult position, but tumbled down.

Rees snicked one of Pearce's to mid-off for a single, when the fielder sent the ball to boundary—five.

Heath at mid-off caught Rees off Hancock—five for 106 (Rees nine).

M. H. Whitley relieved Rees.

Pearce snicked one of Pearce's to mid-off for a single, when the fielder sent the ball to boundary—five.

Heath at mid-off caught Pearce off Hancock—five for 106 (Rees nine).

Whitley relieved Pearce.

Pearce sent down a boundary bye—100 up.

Whitley drove R. Hancock to the rails, blocked the ball a couple of times, and then two boundaries all in the same over (twelve runs).

Whitley cut Pearce to point, where he was caught out by H. Hancock—125 for six wickets (Whitley, two).

H. R. Talbot faced the bowling.

THREE MEN OUT IN ONE OVER.

Dixon took on the bowling at the east, and found Hubbach's stamps with his first ball—125 for seven wickets (Hubbach, 19).

V. D. Parsons went to the wicket, and sent Dixon to mid-on for a single. Dixon with the next ball bowled Talbot—126 for eight (Talbot, 0).

Cochrane was the next man, and he was bowled (middle stump) with Dixon's first ball. Low applause; three men out in one over—126 for nine (Cochrane, 0).

D. T. Perkins (the last man) went in, and almost immediately afterwards the fifth ball rang.

Play was resumed with Pearce bowling to Perkins at the eastern wicket; he sent down a maiden.

Parsons scored a single off Dixon and then Burnie caught Perkins. All out for 128. Perkins scored nothing; Parsons, 2.

HONGKONG'S FIRST INNINGS.

R. Hancock and C. M. G. Burnie went in first for Hongkong, and had a good send off.

R. B. Rees (an Australian) was the first bowler; to Hancock; and showed remarkably good form. One bye was scored in the first over.

R. Hancock cut the ball into the slips for four; which was followed by a couple of singles.

R. Hancock stole a run off Rees in the next over.

Burnie snicked Wyat for a boundary, and then drove him to long off for another—ten was signalled.

Rees sent down a maiden to Burnie. It seemed that the players would make their runs off Wyat, and be more careful with Rees.

A couple of singles were made in Wyat's over and Rees took over the bowling. Burnie drove him to square leg, where the fielders were thickest, for a run.

The fielding was very good, and received the approbation of the spectators.

Rees again set to work. R. Hancock cut him to square leg for a single; and Burnie straight drove him for a boundary.

Two singles were scored off Wyat, but one, by Burnie, was a very flukey cut to point.

Burnie drove Rees to the curtain for four, and thirty was signalled.

A couple of singles were scored off Wyat, but the batsmen could not do very much with him.

R. Hancock drove Rees to square leg, and was caught by Talbot—one for 34 (R. Hancock, 10).

Lieut. Heath replaced the Hongkong captain, to face Rees' dangerous deliveries.

The fielding, it may be again mentioned, was excellent, and Hongkong had the greatest difficulty in stealing runs.

Burnie drove Wyat to the rails at square leg.

Rees sent down a couple of byes, which brought forty up on the board.

Rees was once more driven to the curtain by Burnie.

Wyatt bowled Burnie—two for fifty (Burnie, 32).

Dixon went in, and finished out Wyatt's over. Heath then drove Rees to leg for a single. Dixon snicked Rees to the boundary for four.

After a couple of singles, Heath drove Wyat to mid-on for four—sixty up.

Dixon played a ball from Rees on to his wicket—three for 63 (Dixon, 5).

Lieut. Lumsden replaced Dixon, and was bowled out by Rees, first ball—four for 63 (Lumsden, 0).

H. Hancock was the next to face the bowling.

After Rees' over a few singles were scored off Wyatt, H. Hancock making one very flukey hit.

Heath drove Rees to the rails at mid-on, and then a single to long leg. H. Hancock seemed not quite at ease with Rees' bowling.

One run, by Heath, was scored in Wyat's next over.

Rees sent down a bye to the boundary, and then another bye.

Harry Hancock gave Rees a return, but Rees, lifting one hand, failed to hold the ball. H. Hancock again hit straight and scored a single.

Wyatt again bowling at the eastern end.

Heath first returned the ball on to the opposite wickets, and then drove it out of the field altogether, on the northern side.

Rees bowled H. Hancock in the second ball of the next over—five for 85 (H. Hancock, 1).

H. Arthur took his turn and cut Rees' to boundary through the slips. He scored another with a very flukey hit, which luckily for Hongkong, was missed. Heath then drove Rees right into the parade ground for six, amid great applause.

Whitley relieved Wyatt at the eastern end, to be knocked about a good deal, especially by Arthur, who was applauded for a couple of good hits to mid-on. The century was signalled in this over.

Rees relieved Lumsden at the pavilion end, and sent down a maiden to Rees.

Bradbury drove R. Hancock straight for a boundary, and then was caught by Burnie.

square leg and one at the pavilion side. 110 was put up.

Arthur drove Whitley to right and left in the next over, when there was great applause—129 up.

Parsons again doing the trundling, Heath scored a single.

Arthur drove Whitley to long off for four, and Hongkong passed Singapore's scores—130 was signalled. Arthur sent a sky ball off Whitley to the long on, which was caught by Talbot—132 for six (Arthur 31).

Pearce went in and scored a single to begin with. Then took a very pretty catch from Heath off Parsons—133 for seven (Heath, 43).

W. Daniel relieved Heath, and scored a single in Parsons' over. He was then caught in the slips by Whitley, off Parsons—135 for eight (Daniel, 1).

J. O. Airy went in.

Both players for a couple of overs did little more than block Parsons and Whitley.

Parsons sent down a maiden to Airy.

Pearce drove Whitley straight for a single, and then Airy snicked the same bowler into the slips for four—140 up.

Rees was again put on at the pavilion end.

Pearce gently placed him to leg for a single in a very pretty manner, and Airy cut him into the slips for a boundary, equally softly.

Pearce sent down Whitley to point for a boundary.

A couple more were added.

Rees sent down a maiden to Airy.

Cochrane took a turn at the eastern end, and just lifted one of Pearce's balls off with his second ball—nine for 155. (Pearce, 9).

Bird was last man in and he opened with a single to long on, and Airy scored another.

Rees bowled to Airy, who vacated his position, and was stumped by Hubbach.

STRAITS SECON INNINGS.

At 4.30 p.m. R. B. Rees and A. Stronach went in for Singapore. Dixon opened the bowling from the eastern end and Rees scored a single off his second ball. Lumsden took an over from the pavilion end, but the batsman treated him with caution and only succeeded in scoring one. Dixon's first ball in the second over was sent to the boundary by Rees, and although he continued to slog the fielding was too good to allow the ball to pass. Lumsden went on again, and took Stronach lbw. One wicket for six.

S. R. Hubbach took the willow with Rees, and from a tip to the slip made his first score, followed with a drive to the boundary. A glance off Lumsden's first ball by Hubbach secured another boundary.

From a ball from Dixon Rees sent one to the slips which nearly resulted in Hubbach being run out. He followed this up by sending the first from Lumsden to the boundary. Lumsden promptly retaliated by scattering Hubbach's wicket.

H. L. Talbot now partnered Rees. Dixon took the ball and Rees drove it to the boundary, Talbot following with another drive off which he scored, and the next ball took his wicket. 31. 3. 2.

With three wickets down for 31 E. Bradbury took the bat, but was unfortunate enough to be caught by Arthur, from Dixon's bowling, before scoring.

The Straits team, at the call of time, had four wickets down for 31.

STRAITS—First Innings.

E. W. N. Wyatt, b. T. Dixon 24

A. Stronach, b. T. Dixon 5

I. M. Barrett, b. R. Hancock 36

E. Bradbury, b. Burnie, b. R. Hancock 28

E. B. Rees, b. Heath, b. R. Hancock 9

T. E. Hubbach, b. J. T. Dixon 19

M. H. Whitley, b. H. Hancock, b. Pearce 2

H. L. Talbot (capt.), b. J. T. Dixon 0

V. D. Parsons, not out 2

C. W. Cochrane, b. J. T. Dixon 0

D. T. Perkins, b. Burnie, b. J. T. Dixon 0

Extras 5

Total 123

Second Innings.

R. B. Rees, not out 25

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER, only, and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

EOTHEN MARE LODGE, No. 264.

A REGULAR MEETING of the EOTHEN MARE LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 24th NOVEMBER, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th November, 1904. [2704]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that the Piano stored in the name of HUNG KEE under Godown Warrant 5427 on 8th January, 1900, at present in the custody of the above named Company, will be sold by PUBLIC AUCTION by Mr. GEO. P. LAMMERT at No. 3 Godown, West Point, on MONDAY, the 28th inst., at Noon, unless the same is previously taken delivery of and the charges due in respect thereof paid.

EDWARD OSBORNE,

Secretary. Hongkong, 18th November, 1904. [2705]

LOST—DOG.

JAPANESE PUG (male), Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given and no questions asked if returned to—

Mrs. C. W. CLARK,

No. 5, Kipon Terrace, Hongkong. Hongkong, 15th November, 1904. [2684]

ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming ST. ANDREW'S BALL, on 26th NOVEMBER, are requested to forward to the undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD,

Hon. Secretary. St. Andrew's Ball Committee. Hongkong, 27th October, 1904. [2535]

D A V I D C O R S A R & S O N ' S MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAILING
ARNHOLD, KARBERG & CO.
3486] CANVAS
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CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH
ELEY'S, SCHULTZER'S, AMBERITE
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE,
68, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1904. [2687]

THE SWATOW GRASS CLOTH SILK,
and DRAWN THREAD WORK
DEPARTMENT.

FOR SALE

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above. For particulars, apply to—

TURNER & CO., Hongkong, 22nd October, 1904. [2494]

FOR SALE.

STEEL MOTOR LAUNCH, 28 feet by 6 feet 9 inches beam; fitted with 6 H.P. Motor; speed about 7 miles; perfect order. Apply to—

MOTOR. Care of Daily Press Office. Hongkong, 27th October, 1904. [2534]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and FORCELAIN. LOCK HING, Queen's Road Central. Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers "CHU KONG". Length ... 142 feet. Breadth ... 23 feet. Draught ... 6 feet. Registered 286 tons. Built of Steel and Furnished with Electric Light.

"PAK KONG"

Length ... 160 feet. Breadth ... 22 feet. Draught ... 8 feet. Registered 300 tons. Built of Teak Wood. For further particulars, apply to—

42, WING LOK STREET, Hongkong. Hongkong, 1st November, 1904. [2572]

ENGINES AND BOILERS FOR SALE
THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS from an Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 182, Wing Lok Street, or the U WO TAI Shop, No. 110, Des Voeux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY. Hongkong, 31st October, 1904. [2560]

CHEAP SALE OF FURNITURE.

In consequence of Removal to New Premises, the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

LI KWONG LOONG,
No. 1, Wyndham Street,
Behind the Old Hongkong Club Building. Hongkong, 15th November, 1904. [2683]

INTIMATIONS

INTERPORT CRICKET CARNIVAL.

November 11th to November 21st, 1904.

A GRAND STAND will be erected at the South East Corner of the CRICKET GROUND, for the accommodation of the Public. A Refreshment Bar, Cold Tiffins, and Afternoon Tea will be provided. Prices of Admission: Daily Tickets, 50 cents. Season Tickets, \$3.00.

Season Tickets can be obtained at the Robinson Piano Company's Stores, Queen's Road.

WM. FARMER.

Hongkong, 10th November, 1904. [2649]

WANTED.

BY A Young Englishman, situation as OFFICE ASSISTANT, has experience in Shipping, Insurance, Import and Export. Apply—

X. Y. Z.

Care of Daily Press Office. Hongkong, 9th November, 1904. [2640]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro, for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—

S. E. P.
Care of Daily Press Office. Hongkong, 8th November, 1904. [2628]

WANTED.

A GROUND FLOOR OFFICE in Central Position. Apply to—

G. & CO.

Care of Daily Press Office. Hongkong, 14th November, 1904. [2674]

NOTICE.

ONE THOUSAND DOLLARS REWARD.

THE above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embazelling a Cheque for NINE THOUSAND DOLLARS made out in favour of Messrs. Jobsen and Company, and endorsed by them and sent to be paid into the Deutsche Asiatische Bank in this Colony on the 8th October, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY,

Capt. Supt. of Police. Hongkong, 16th November, 1904. [2634]

A U T O M A T I O N M A U S E R
P I S T O L S .

CALIBRE 7.63 mm.
With CHAMBER for 10 CAETRIDGES,
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSSEN & CO.
Hongkong, 3rd October, 1900.

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PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE,
68, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. [2687]

H O N G K O N G C R I C K E T C L U B
A
S M O K I N G C O N C E R T
in honour of the visiting Teams will be held
in the THEATRE ROYAL,
MONDAY,
21st NOVEMBER, at 9 P.M.

All Tickets must be procured through Members of the Hongkong Cricket Club, and same may be had by applying at the Cricket Pavilion, or to the Secretary.

Price, \$3 each (including Refreshments).

A. R. LOWE,

Secretary. Hongkong, 16th November, 1904. [2681]

I N S U R A N C E S

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.

M A R I N E B R A N C H .

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 23rd April, 1904. 121
L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept risks against Fire at current rates.

SIEMSSSEN & CO.

Hongkong, 1st January, 1904. 105

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-MORROW (SATURDAY), the 19th NOVEMBER, 1904, at 2.30 p.m., at his SALES ROOMS, Queen's Road,

A FINE COLLECTION OF JAPANESE CURIOS,

Comprising—

RARE SATSUMA, HANDSOME

IVORY CARVINGS, FINE CLOISONNE,

BRONZES, PANELS, EMBROIDERED,

EMBROIDERED SCREENS, &c., &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS,

Auctioneer. Hongkong, 17th November, 1904. [2701]

C O L D S T O R A G E .

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of Co., Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods

W. M. PARLETT,

Manager. Hongkong, 18th November, 1901. [75]

I. A U T H O R I Z E D C A P I T A L ... \$3,000,000

S U B S C R I B E D C A P I T A L ... 2,750,000.

P A I D - U P C A P I T A L ... 687,500 0 0

II. F I R E F U N D S 3,056,961 12 3

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents. Hongkong, 18th June, 1904. [1838]

ENTERTAINMENTS

H O N G K O N G A M A T E R D R A M A T I C C L U B .

T H E A T R E R O Y A L .

T H E C O M E D Y O P E R A E N T I T L E D

"D O R O T H Y "

I N T H R E E A C T S

Will be Produced on the following dates:

T O - M O R R O W

(SATURDAY), 19TH NOVEMBER, 1904.

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W E D N E S D A Y , 2 3 R D

T H U R S D A Y , 2 4 T H

S A T U R D A Y , 2 6 T H

M O N D A Y , 2 8 T H

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at the Robinson Piano Co.) will be Opened to GUARANTORS ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trams quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circles ... \$3.

Pit Stalls ... \$2.

Pit ... \$1.

A. C H A P M A N ,

Business Manager.

Hongkong, 1st November, 1904. [2674]

S H E W A N , T O M E S & C O .

General Managers.

2687

H A R M S T O N ' S

C I R C U S

A N D

R O Y A L M E N A G E R I E

O F P E R F O R M I N G W I L D A N I M A L S .

L O C A T I O N : C A U S E W A Y B A Y , N E A R

P O L O G R O U N D .

T O - N I G H T ! T O - N I G H T !

A N D E V E R Y N I G H T A T 9 P.M.

O U R G R E A T P R O G

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home
work.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Ilelo.

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 8A, Queen's
Road Central.

PRINTING.

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG-SANG & CO.,
Shipchandlers, Sailmakers, Provisioners
Coal Merchants, Hardware, Engineers
Tools, Metal, Iron and Steel Merchants
144, Des Vaux Road.

AMOY ENGINEERING CO., LTD. AMOY

CALL FLAG E.

REPAIR WORK to Steamers and
Launches. Castings in Brass and Iron.
Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1904.

51

TO LET

TO LET.

WOODLANDS VILLAS, West, 25,
Seymour Road. Immediate possession.
Apply to—

E. A. S.
Care of Daily Press Office,
Hongkong, 12th November, 1904. [2666]

TO LET.

FINE LARGE STORE, in Queen's Road
Central (Best Part).
Apply—

X.
Care of Daily Press Office,
Hongkong, 6th September, 1904. [2161]

TO LET.

NO. 1, RIPPON TERRACE (in FLATS).
A HOUSE, in WONG-NEI-CHONG
ROAD, facing Hace-course.

FLATS in MORTON TERRACE, facing the
Polo Ground.

OFFICES in course of erection, CONNAUGHT
ROAD (near BLAKE'S FIRE),
GODDOWNS; PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 29th June, 1904. [175]

TO LET.

3RD FLOOR, suitable for Office.
Apply to—

TO LET.

NO. 16, HOLLYWOOD ROAD (8 Rooms)
(with Kitchens, Bathrooms, and Servants'
quarters).

Apply to—
H. M. S. H. ESSMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199]

TO LET.

THREE FIRST-CLASS SHOPS,
European Style, in Kowloon. Posses-
sion on or about 31st August, 1905. Moderate
Rents.

Apply to—

HUMPHREYS' ESTATE &
FINANCE CO., LTD.

Hongkong, 21st June, 1904. [2350]

TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 74, CAINE ROAD.

Apply to—
COMPRADORE DEPARTMENT,
Nippon Yusen Kaisha,
Hongkong, 17th September, 1904. [430]

TO LET.

HONGKONG CLUB.

TO LET.

A SUITE of TWO ROOMS, on the
Ground Floor of the Annex, suitable for
Offices. For particulars apply to the undersigned.

TO LET.

C. H. GRACE,
Secretary.

Hongkong, 4th June, 1904. [1417]

TO LET.

THE whole of the SECOND FLOOR of
No. 34, QUEEN'S ROAD CENTRAL
(opposite the General Post Office). Rooms are
light, spacious and well ventilated, 18 in
number beside Kitchen, Pantry, Bathrooms,
and Servants' Quarters, &c., at a very moderate
rent. Immediate Possession.

Apply to—

WONG CHU SANG,
Care of Yee Sang Fat & Co.,
34, Queen's Road Central.
Hongkong, 17th November, 1904. [2700]

TO LET.

TWO ROOMS, on the First Floor of
Alexandra Buildings.

Apply to—

SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, 17th June, 1904. [1515]

TO LET.

FURNISHED ROOM, with Board, from
date; Tennis Court attached; near Kow-
loon Ferry, Kowloon.

Apply to—
C. L.
Care of Daily Press Office.

Hongkong, 5th October, 1904. [2375]

TO LET.

BANGOUR (PEAK).

THE ERYIE (PEAK).

ONE HOUSE on the LOWER TERRACE
of BELLIOS TERRACE.

BELLIOS TERRACE, Nos. 11 & 13.

BEACONSFIELD AR-
CADE, No. 14.

1st Floor.

ONE SHOP in BEACONSFIELD AR-
CADE.

Apply to—
LINSTEAD & DAVIS.

Hongkong, 3rd October, 1904. [2363]

TO LET.

THE EYRIE (PEAK).

ONE HOUSE on the LOWER TERRACE
of BELLIOS TERRACE.

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1st Floor.

ONE SHOP in BEACONSFIELD AR-
CADE.

Apply to—
LINSTEAD & DAVIS.

Hongkong, 3rd October, 1904. [2363]

TO LET.

THE EY

SHIPPING.

ARRIVALS.

AMERICA MARU, Jap. str., 3,437, Erne t Bent, 17th Nov.—San Francisco 19th Oct. and Shanghai 15th Nov. Mails and General—Toyo Kisen Kaisha.

AN PHO, British str., 965, John Kynoch, 17th November—Saigon 12th Nov. Rice and Meal—Chinese.

CHUSAN, British str., 2,852, H. W. Kenrick, R.N.R., 7th Nov.—Yokohama and Shanghai 15th Nov., Mails and General—P. O. S. N. Co.

FRIEDJOF, Norwegian str., 891, Haraldsen, 11th November—Tamsui via Amoy and Swatow 13th Nov.—General—Osaka Shosen Kaisha.

HELENA, U.S. gunboat, 1,390, P. E. Sawyer, 17th November—from Canton.

NINGPO, British str., 1,228, Eddy, 17th Nov.—Wuhs and Chinkiang 12th November, General—Butterfield & Swire.

TAIWAN, British str., 1,109, H. Harder, 17th November—Canton 16th Nov. General—Butterfield & Swire.

WATERWICH, British surveying ship, 630, Comdr. E. C. Hardy, 17th Nov.—Shantung Promontory 8th Nov.

CLEARANCES
AT THE HARBOUR MASTER'S OFFICE.
17th November.

Devadongas, German str., for Hoibow.
Hainan, British str., for Swatow.
Wongki, German str., for Bangkok.

DEPARTURES.

17th November.

ARDENKARG, British str., for Moji.
ASCOT, British str., for Kobe.
CRUSADER, British str., for Moji.
KISHI, British str., for Shanghai.
NINGPO, British str., for Canton.
SIMMON, British str., for Calcutta.
TSINIAN, British str., for Australia.

VESSELS IN DOCK.

16th November.

ABERDEEN DOCKS—Arabia.
KOWLOON DOCKS—Lithia, U.S.S. Fathomer.
Argo, U.S.S. Rainbow, Haikouy, Hanoi.
COSMOPOLITAN DOCK.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship

"HAIMUN."

Captain Robson, will be despatched for the above ports TUE-DAY, the 18th inst., at 9 A.M.
For Freight or Passage, apply to

DOUGLAS LA PAIK & CO.,
General Managers.

Hongkong, 16th November, 1904. [2689]

NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA
SINGAPORE, PENANG, COLOMBO
AND PORT SAID.
THE China Mutual Steamship

"KAISOW."

Captain Torrible, will be despatched as above
TO-MORROW, the 19th inst., at DAYLIGHT.
For Freight, apply to

A. S. MIHARA,
Agent.

Hongkong, 11th November, 1904. [2600]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"BENALDEE."

Captain McIntosh, will be despatched as above
on or about the 19th inst.

For Freight or Passage, apply to

GIBB LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1904. [2499]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR."

Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 22nd inst., at 3 P.M.

For Freight or Passage, apply to

DAVID SASOON & CO. LTD.,
Agents.

Hongkong, 15th November, 1904. [2890]



AUSTRALIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA
AND KOBE.

THE Company's Steamship

"GISELA."

Captain Damianovich, will leave for the above places on TUESDAY, the 22nd inst., P.M.

For Freight or Passage, apply to

SANDER WIELER & CO.,
Agents.

Princes' Buildings.

Hongkong, 15th November, 1904. [3]

NORDDEUTSCHER LLOYD, BREMEN,
IMPERIAL GERMAN MAIL LINE,
JAPAN—CHINA—AUSTRALIA.

FOE KOBE AND YOKOHAMA.

THE Steamship

"PRINZ SIGISMUND."

Captain D. Lenz, will leave for the above places on or about TUESDAY, the 22nd inst.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 12th November, 1904. [2671]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared during suspension of the Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamer of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO. and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Princes Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [2265]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorages of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, mid way between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

LONDON, &c., VIA PORTS OF CALL

LONDON & ANTWERP

AMSTERDAM & ANTWERP

AMSTERDAM, LONDON & ANTWERP

MARSEILLES & LONDON, VIA S'PORE, &c.

TELEGRAVE & HAMBURG

</div

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.

TONIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th November.
GLASGOW and LIVERPOOL	"KEEMUN"	On 28th November.
GLASGOW and LIVERPOOL	"MOYUNE"	On 9th December.
GLASGOW and LIVERPOOL	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL	"SOBRALENSE"	On 17th December.
GLASGOW and LIVERPOOL	"HYSON"	On 26th December.

HOMewardS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 26th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATELL, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 29th October, 1904.

[10-11]

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	* "TAIWAN"	On 18th November.
SHANGHAI	* "FOOCHOW"	On 19th November.
CEBU and ILOIO	* "KAIFONG"	On 22nd November.
SWATOW, CHEFOO & TIENSIN	* "CHIHLI"	On 22nd November.
MANILA	* "TEAM"	On 22nd November.
KOBE	* "CHANGSHA"	On 23rd November.
PORt DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	* "CHANGSHA"	On 9th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th November, 1904.

[12]

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
* SHANGHAI	{ NUBIA. { F. N. Tillard	About 18th November	{ Freight and Passage.
LONDON, &c.	{ CHUSAN. { H. W. Kenrick, E.N.E.	Neon, 19th November	{ See Special Advertisement.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE	{ SOCOVIA. { C. J. Benton, E.N.E.	About 27th November	{ Freight only.

Passing through the Inland Sea)

* Expected to arrive on or about 18th November, will leave for the above port as soon as possible after her arrival with the next English Mail.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th November, 1904.

[12]

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTEDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SECOWIA	HAVRE and HAMBURG	On 26th Nov.	Freight.
Capt. Schoenfeld	(Calling at Singapore, Penang and Colombo)		
SENIGAMBIA	HAVRE and HAMBURG	On 13th Dec.	Freight.
(ex NURNBERG)	(Calling at Singapore, Penang and Colombo)		
Capt. Jaburg			
ARMENIA	HAVRE and HAMBURG	On 27th Dec.	Freight.
Capt. Forst	(Calling at Singapore, Penang and Colombo)		
C. PERD. LABEIZS	HAVRE and HAMBURG	On 11th Jan.	Freight.
Capt. von Hoff	(Calling at Singapore, Penang and Colombo)		

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, QUEEN'S BUILDINGS

13

INDO-CHINA STEAM NAVIGATION CO.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"LOONSANG"	Fri., 18th Nov., 4 P.M.
SINGAPORE and SOURABAYA	"FAUSANG"	Sat., 19th Nov., Noon.
SWATOW and SHANGHAI	"TAKSANG"	Sun., 20th Nov., D'light.
KUDAT and SANDAKAN	"MAUSANG"	Thurs., 22nd Nov., D'light.
SHANGHAI	"CHOYSANG"	Tues., 22nd Nov., 4 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 18th November, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks:

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "LOTHIAN" will be despatched for Durban via Chia-Wan-Tao on MONDAY, 21st inst.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 19th November, 1904.

SAILING SHIP.
EMPEREUR MENELIX, French barque, 1,578
Maret, 6th Nov.—New York 12th June,
Kerosine—Standard Oil Co.

BRITISH WARSHIPS.

ALACRITY, British despatch-boat, 1,700, Comdr.

R. M. Harbard.

ALLEGRI, British sloop, 1,050, Rowland Nugent.

BRITONIET, British gunboat, 710, Com. T. D. Pratt.

CHERUB, water tank and tug.

HANDY, torpedo boat destroyer.

OTTER, torpedo boat destroyer, Lieut. E. H. Jellicoe.

PHENIX, British sloop, 1,050 John Nicholas.

TAKI, British destroyer, 250, Crawford.

THESS, British cruiser, J. C. A. Wilkinson.

TAMAR, receiving ship, Commodore C. G. Dicken.

VENGEANCE, battleship, 12,950 Capt. Stuart, C.M.G.

VIRAGO, torpedo-boat destroyer.

FOREIGN WARSHIPS.

FURST BIEMARCK, German cruiser, 11,000, Prowie.

GENERAL ALAVA, American transport, Captain Whitton.

LUCHIS, German gunboat, 850, Kroeske.

RAINBOW, U.S. cruiser, 4,000, J. B. Collins.

Shanghai.

RUSSIAN.

Amour, cruiser, 2,600 tons, 5 guns, 4700 h.p.

Commander Granatnickoff, Port Arthur.

Aiskold, cruiser, 600 tons, 27 guns, 24,000 h.p.

Captain Reitzenschein, Shanghai.

Vostock.

Bayan, cruiser, 7800 tons, 10 guns, 16,500 h.p.

Port Arthur.

Bogatyr, cruiser, 6,640 tons, 12 guns, 19,500 h.p.

Boyan, cruiser, 3,260 tons, 19 guns, 18,000 h.p.

Commander Sarutcheff, Port Arthur.

Diana, cruiser, 6,731 tons, 6 guns, 8,000 h.p.

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels posted before 3 p.m., to-day are due in London on Christmas morning. With an additional fee of 60 cents, parcels may be sent via Brindisi, and if posted before 3 p.m. this afternoon would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by this afternoon's mail, as the Parcel mail per se. Sinda, which leaves here on the 3rd of December, is not due in London till the 8th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 3 lbs. in weight 60 cents.

" " 7 lbs. \$1.20 "

" " 11 lbs. \$1.80 "

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

THE PUBLIC ARE EARNESTLY REQUESTED TO POST THEIR PARCELS AS EARLY AS POSSIBLE BEFORE 3 P.M. TO-DAY.

The Nubia, with the English mail of the 21st ult., left Singapore on Sunday, the 13th inst., at 10 a.m., and may be expected here on or about Saturday, the 19th inst. This packet brings replies to letters despatched from Hongkong on the 26th September.

MAILS WILL CLOSE

FOR	PER	DATE.
Macao		
Kwangtung		
Canton		
Swatoe, Amoy and Foochow		
Macao		
Shanghai		
Mutua		
Shanghai		
Canton		
Kongmooen, Kunchink, Samshui, Shishing, Takhing and Wachow		
Nanmoo		
Samboe		
Canton		
Macao		
Amoy and Mutua		
Singapore and Sourabaya		
SHANGHAI, NAGASAKI, KOBY, YOKOHAMA, HONOLULU AND SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Macao		
Shanghai		
Shanghai		
Swatoe and Shanghai		
Amoy, Swatoe, Singapore and Penang		
Swallow and Bangkok		
Nantao		
Samboe		
Macao		
Nantao		
Kongmooen and Kunchink		
Sabu		
Canton		
Singapore, Penang and Calcutta		
Shanghai		
Swatoe, Chefoe and Flesatin		
Cebu and Iloilo		
Manila		
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Kobe		
Kudat and Sandakan		
Manila		
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Robart, Launceston, New Zealand, Melbourne, Adelaide and Perth		
TO-DAY.		
Harmston's Circus, Caneveway Bay, 9 p.m.		
TO-MORROW.		
Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lammett, 2.30 p.m.		
Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lammett, 2.30 p.m.		
Harmston's Circus, Caneveway Bay, 3 p.m. and 9 p.m.		
Hongkong Amateur Dramatic Club, Theatre Royal, City Hall, 9 p.m.		
COMMERCIAL.		
CLOSING QUOTATIONS.		
17th November.		
ON LONDON.—		
Telegraphic Transfer 1/10.		
Bank Bills, on demand 1/10.		
Bank Bills, at 30 days sight 1/10.		
Bank Bills, at 4 months' sight 1/10.		
Credits, at 6 months' sight 1/10.		
Documentary Bills, 4 months' sight/11.		
ON PARIS.—		
Bank Bills, on demand 236		
Credits, at 4 months' sight 239.		
ON GERMANY.—		
On demand 912.		
ON NEW YORK.—		
Bank Bills, on demand 453.		
Credits, 60 days' sight 462.		
ON BOMBAY.—		
Telegraphic Transfer 139.		
Bank, on demand 139.		
ON CALCUTTA.—		
Telegraphic Transfer 139.		
Bank, on demand 139.		
ON SHANGHAI.—		
Bank, at sight 718.		
Private, 30 days' sight 722.		
ON YOKOHAMA.—On demand 922.		
ON MANILA.—On demand—Pesos—904.		
ON SINGAPORE.—On demand—4 p.c. pm.		
ON BATAVIA.—On demand 1133.		
ON HAIPHONG.—On demand 14 p.c. pm.		
ON SAIGON.—On demand 1 p.c. pm.		
SEVEREONS, Bank's Buying Rate \$10.55.		
GOLD LEAF, 100 fine, per tael \$5.70.		
BAR SILVER, per oz 261.		
OPIUM.		
15th November.		
Quotations are—Allow's net to 1 catty.		
Malwa New \$1120 to \$1160 per picul.		
Malwa Old \$1220 to \$1250		
Malwa Older \$1270 to \$1300		
Malwa V. Old \$1340 to \$1380		
Persian fine quality \$350 to —		
Persian extra fine \$385 to —		
Patau New \$1182 to — per chest.		
Patau Old \$ — to —		
Bonares New \$1132 to —		
Bonares Old \$ — to —		
VESSELS EXPECTED.		
THE ENGLISH MAIL.		
The P. & O. steamer Nubia left Singapore for this port on the 13th Nov. at 10 p.m., and is due here to-morrow at about noon.		
THE AMERICAN MAIL.		
The P. & O. steamer China, from San Francisco to the 25th Oct. via Honolulu left Yokohama for this port on the 13th Nov. via Kobe, &c., due here on or about the 22nd Nov.		

JOINT STOCK SHARES.

Hongkong, 17th November.

COMPANY.	PAID UP	QUOTATIONS.
Banks—		
Hongkong & Sh'hai.	\$125	\$705, buyers £100, £70.
Natl. Bank of China A. Shares 25	\$38, buyers	
B. Shares 28	\$39, buyers	
Fouan. Shares 20	\$10, buyers	
Insurance—		
Union.	\$100	\$644, buyers
China Traders.	\$25	\$631, sales
North China.	20	Tls. 921, buyers
Yangtze.	90	\$150, buyers
Canton.	\$50	\$260, sales & buy.
Hongkong Fire.	\$80	\$835.
China Fire.	\$80	\$90, sales & buy.
Steamship Cos.—		
H. Canton and M.	\$10	\$294.
Indo-China S. N.	\$15	\$130.
China and Manila.	\$10	\$24, buyers
Douglas Steamship.	\$10	\$344, sellers
Star Ferry.	\$10	\$40.
Shell Transport & Trading Co.	21	24s.
Do prof. shares	210	48 10.
Refineries—		
China sugar.	\$100	\$230, buyers
Luzon Sugar.	\$100	6c.
Mining—		
Charbonnages.	Feu. 250	\$490.
Ranks.	13/10	\$6, sellers
Docks Etc.—		
H. & W. Dock.	\$50	\$220, sales & sel.
H. & K. Whari & G.	\$50	\$115, sellers
New Amyock Dock.	\$60	\$274, sellers
S.C.E.loyd & Co. Ltd.	Fls. 100	Tls. 185, buyers
Land and building—		
Hongkong Land Inv.	\$100	\$149, sales
Kewloon Land & H.	\$100	\$32, sales
West Point Building.	\$100	\$66, sellers & buyers
Hongkong Hotel.	\$100	\$136, buyers
Humphreys E.	\$44	\$48, buyers
Shanghai Land.	\$40	Tls. 120, buyers
Cotton Mills—		
Eve. International.	Tls. 50	Tls. 25, sellers
Laou Kung Mow.	Tls. 100	Tls. 20.
Syoches.	Tls. 50	Tls. 32.
Hongkong.	\$10	Tls. 150, sellers
Companies—		
Ahamana, Ltd.	\$500	\$100, buyers
Bell's Asbestos E. & Campbell, Moors & Co.	\$10	\$4, buyers
China-Borneo Co. Ltd.	\$10	\$12, buyers
China Prov. L. & M.	\$10	\$2, sales
Dairy Farm.	\$10	\$24, buyers
Geo. & Swick & Co.	\$10	\$47, sellers
Green Island Cement.	\$10	\$32, buyers
Hongkong Electric.	\$10	\$15, buyers
Hongkong & C. Gas.	\$10	\$160, buyers
H. B. L. Tramways.	\$100	\$200.
Hongkong Ice.	\$20	\$255.
Hongkong Kope.	\$50	\$140, buyers
H. S. Steam Water-boat Co. Ltd.	\$10	\$21, buyers
Philippine Co. Ltd.	\$10	\$99, sellers
S. & H. Dyeing & Co. Ltd.	\$50	\$60.
S. China Morning Post.	\$25	\$17, buyers
Tobacco Planting Co.	\$10	\$175, buyers
China Light and Power Co. Ltd.	\$10	\$10, sellers
Steam Laundry Co. Ltd.	\$7	\$3, sellers
United Asbestos Co. Ltd.	\$10	\$34, buyers
Watkins, Ltd.	\$10	\$98, buyers
Watson & Co. A.S. William Powell, Ltd.	\$10	\$123, sellers
Changsha.	Friday, 9th Dec., 300 p.m.	\$11, sellers

VERNON & SMYTH. BROKERS

HONGKONG TIDE TABLE.

From 18th to the 24th November.

HIGH WATER.	LOW WATER.		
	5	10	15
Mon. Nov. 18	5 18	5 5	5 2
Tues. 19	6 52	6 0	5 9
Wed. 20	7 14	6 4	5 12
Thurs. 21	7 33	6 7	5 5
Fri. 22	7 51	6 9	5 2
Sat. 23	7 56	7 2	5 6
Sun. 24	8 15	7 5	6 3
Mon. 25	8 45	7 8	6 4
Tues. 26	10 21	9 3	7 4
Wed. 27	9 11	8 1	7 4

SUNDAYS.

WEEK DAYS.

TIME TABLE.

On and after 1st October, 1904.

	MON.	TUE.	WED.	THUR.	FRI.	SAT.	SUN.
7.00 a.m. to	7.00 a.m.	Every 15 minutes.					
7.30 a.m. to	7.30 a.m.	Every					